

Serial No.: 10/800,226
Atty. Docket No.: D5292

IN THE SPECIFICATION:

Amend the Section Heading ahead of paragraph [0001] as follows:

BACKGROUND OF THE INVENTION

Amend the Section Heading ahead of paragraph [0005] to:

SUMMARY OF THE INVENTION

Amend the Section Heading between paragraphs [0006] and [0007] to:

BRIEF DESCRIPTION OF THE DRAWINGS

Amend the Section Heading between paragraphs [0013] and [0014] to:

DETAILED DESCRIPTION OF THE INVENTION

Amend indicated paragraphs as follows:

[0014] Referring now to the figures and in particular to **Fig. 1**, a school bus **10**, which incorporates a fuel system in accordance with the present invention, is illustrated. Along one side of the bus body 12 of school bus **10**, here driver's side **12**, a fuel inlet cover **14** is visible. Although fuel inlet cover **14** is illustrated as installed on the driver's side **12** of the vehicle, it is often located on the vehicle's opposite side. Fuel inlet cover **12** may be moved to allow access to a filler neck inlet behind the cover, by which fuel is added to a between the rails (BTR) fuel tank located under the bus body and between the front **86** and rear wheels **90**.

[0015] The location of a fuel tank system **20** is best illustrated with reference to **Fig. 2** which shows fuel tank system **20** as positioned on a vehicle chassis **80**. Vehicle chassis **80** is based on two longitudinally aligned, mutually parallel frame rails **81**, **82**. Frame rails **81**, **82** are held in parallel, and chassis **80** stiffened, by a plurality of cross

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members **83** which are located at mutually spaced locations running from the front to the back of the vehicle. Fuel tank system **20** comprises a fuel tank **26 24** held in a cradle **22** which is suspended from the outside faces of frame rails **81, 82**. Fuel tank **24** is located about midway between the front and the back of chassis **80** and between frame rails **81** and **82**. Fuel is added to fuel tank **24** through a filler neck **26** which is disposed between the top of the fuel tank running to the side of the chassis **80** over right hand side frame rail **82**.

[0016] Referring now to **Figs. 3A and 3B**, the manner of supporting fuel tank **24** using cradle **22** and the routing of filler neck **24 26** from a side of the vehicle body to the fuel tank is more completely illustrated. In **Fig. 3B** all features other than filler neck **26** and a protective shield **46** are shown in phantom to allow complete illustration of the filler neck. Cradle **22** comprises a plurality of slats **30** which run from side to side of the chassis **80**, under frame rails **81, 82** and which support fuel tank **24** from underneath the fuel tank between the frame rails and which position the fuel tank at least partly at the level of the frame rails. The details of construction of cradle **22** are not important to understanding the invention and are in any event conventional. At least a pair of braces **34** depend from each of the outside faces of frame rails **81, 82**, extending below the frame rails and carrying longitudinal supports **32** which are parallel to and below their respective frame rails. Slat **30** are connected between longitudinal supports **32**. The bottom surface of fuel tank **24** may be indented to conform to the shape of slats **30**. At least a pair of steel bands **36** are mounted around fuel tank **24**, connecting at opposite ends to one of slats **30** using an appropriate, adjustable connector **38**.

[0018] Referring to **Fig. 4**, the changes in slope of filler neck **26** moving from inlet section **50** adjacent the outside wall of the bus toward tank **24** are better illustrated. Filler neck **26** comprises three sections of distinct shapes and sizes. The sections are an inlet section **50** closest to the side wall of the bus, which is downwardly sloped, a

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mid-section 51 which lies essentially horizontally and which passes over frame rail 82 but under floor 28, and an outlet section 52 which connects to fuel tank 26 24 through an outlet 53. Referring briefly to Fig. 6 it may be seen the mid-section 51 fits between the bottom of floor 28, the top of frame rail 82 and between a pair of cross supports 60, on which floor 28 rest and which are supported from the frame rails. Mid-section 51, unlike inlet section 50 and outlet section 52 which have circular cross sectional shapes, has an oblong cross-sectional shape, being flattened from top to bottom.